

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
249
Town of Kilmarnock

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
3	1.63	9300	N	From:	NCL Kilmarnock				N	0.092	N	0.548	9400	N	2003	
				To:												
3	0.09	12000	G	From:	SR 200 W Int				F	0.088	F	0.52	12000	G	2003	
				To:												
3	0.62	9600	G	From:	SR 200 M Int				F	0.088	F	0.534	9600	G	2003	
				To:	SCL Kilmarnock											
200	0.82	6200	N	From:	SCL Kilmarnock				N	0.086	N	0.506	6300	N	2003	
				To:												
200 3	0.09	12000	G	From:	S SR 3				F	0.088	F	0.52	12000	G	2003	
				To:												
200	1.10	6400	G	From:	N SR 3				C	0.085	F	0.634	6400	G	2003	
				To:	NCL Kilmarnock											
608 51	0.11	610	R	From:	51-1026					NA			NA		07/18/2002	
				To:												
608 51	0.16	1200	G	From:	SR 3				C	0.097	F	0.581	1200	G	2003	
				To:												
608 51	0.05	1100	G	From:	51-1002				F	0.11	F	0.559	1100	G	2003	
				To:												
608 51	0.27	920	G	From:	51-1016				F	0.110	F	0.573	920	G	2003	
				To:												
608 51	0.10	950	R	From:	51-1011					NA			NA		06/24/2002	
				To:	ECL Kilmarnock											
688 51	0.49	1800	R	From:	WCL Kilmarnock					NA			NA		1999	
				To:												
688 51	0.06	2600	R	From:	51-1042					NA			NA		07/24/2002	
				To:	SR 3											
1001 51	0.15	120	R	From:	51-1002					NA			NA		1999	
				To:	Cul-de-Sac											
1002 51	0.21	80	R	From:	Cul-de-Sac					NA			NA		06/24/2002	
				To:												
1002 51	0.05	230	R	From:	51-1001					NA			NA		06/24/2002	
				To:												
1002 51	0.08	250	R	From:	51-1004					NA			NA		06/24/2002	
				To:												
1002 51	0.21	370	G	From:	51-1003				C	0.112	F	0.643	370	G	2003	
				To:	51-608											
1003 51	0.15	260	G	From:	SR 3				C	0.099	F	0.536	260	G	2003	
				To:	51-1002											
1004 51	0.15	410	R	From:	SR 3					NA			NA		1999	
				To:												
1004 51	0.17	120	R	From:	51-1002					NA			NA		1999	
				To:	Dead End											
1005 51	0.03	70	R	From:	51-1009					NA			NA		06/24/2002	
				To:	51-1025											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
From: 1005 51	0.07	120	R			51-1025					NA			NA		06/24/2002
To: 1005 51	0.07	170	R			51-1008					NA			NA		06/24/2002
From: 1005 51	0.16	410	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.5	410	G	2003
To: 1005 51						SR 3										
From: 1006 51	0.10	150	R			51-1009					NA			NA		1999
To: 1006 51	0.07	250	R			51-1008					NA			NA		1999
From: 1006 51	0.17	480	R			51-1007					NA			NA		1999
To: 1006 51						SR 3										
From: 1007 51	0.04	240	R			51-1006					NA			NA		06/24/2002
To: 1007 51	0.12	580	G	99%	0%	1%	0%	0%	0%	C	0.11	F	0.523	580	G	2003
From: 1007 51						SR 200										
From: 1008 51	0.10	90	R			51-1009					NA			NA		1999
To: 1008 51	0.03	120	R			51-1006					NA			NA		1999
From: 1008 51	0.13	190	R			51-1005					NA			NA		1999
To: 1008 51						SR 200										
From: 1009 51	0.02	10	R			Dead End					NA			NA		1999
To: 1009 51	0.17	40	R			51-1008					NA			NA		1999
From: 1009 51	0.03	170	R			51-1006					NA			NA		1999
To: 1009 51	0.13	240	R			51-1005					NA			NA		1999
From: 1009 51						SR 200										
From: 1010 51	0.25	230	R			Dead End					NA			NA		1999
To: 1010 51						SR 3										
From: 1011 51	0.10	60	R			Dead End					NA			NA		06/24/2002
To: 1011 51						51-608										
From: 1012 51	0.07	530	G	99%	0%	1%	0%	0%	0%	C	0.113	F	0.657	530	G	2003
To: 1012 51						SR 3										
From: 1013 51	0.10	530	R			51-1026					NA			NA		1999
To: 1013 51						SR 3; SR 200										
From: 1016 51	0.11	330	R			51-608					NA			NA		07/18/2002
To: 1016 51	0.05	250	R			51-1021					NA			NA		07/18/2002
From: 1016 51						Northumberland County Line										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
1018 51	0.28	30	R	From:		Begin Loop					NA			NA		1999
1018 51	0.08	110	R	To:		End Loop					NA			NA		1999
1018 51	0.08	170	R	From:		51-1031					NA			NA		1999
1018 51	0.08	290	R	To:		51-1032					NA			NA		1999
1018 51	0.08	350	R	From:		51-1020					NA			NA		1999
1018 51	0.08	350	R	To:		SR 200					NA			NA		1999
1019 51	0.10	700	R	From:		51-1026					NA			NA		1999
1019 51	0.10	700	R	To:		Dead End					NA			NA		1999
1020 51	0.08	40	R	From:		Dead End					NA			NA		1999
1020 51	0.06	20	R	To:		51-1018					NA			NA		1999
1020 51	0.06	20	R	To:		Dead End					NA			NA		1999
1021 51	0.04	140	R	From:		51-1016					NA			NA		1999
1021 51	0.04	140	R	To:		31-1029					NA			NA		1999
1021 51	0.07	150	R	From:		51-1029					NA			NA		1999
1021 51	0.07	150	R	To:		51-1027					NA			NA		1999
1021 51	0.06	30	R	From:		51-1027					NA			NA		1999
1021 51	0.06	30	R	To:		Dead End					NA			NA		1999
1022 51	0.12	46	R	From:		51-1002					NA			NA		1999
1022 51	0.12	46	R	To:		Dead End					NA			NA		1999
1023 51	0.13	150	R	From:		51-1002					NA			NA		1999
1023 51	0.13	150	R	To:		51-608					NA			NA		1999
1024 51	0.13	1900	R	From:		SR 200					NA			NA		07/08/2002
1024 51	0.13	1900	R	To:		51-1035					NA			NA		07/08/2002
1024 51	0.26	2000	R	From:		51-1035					NA			NA		07/08/2002
1024 51	0.26	2000	R	To:		Dead End					NA			NA		07/08/2002
1025 51	0.13	30	R	From:		51-1005					NA			NA		1999
1025 51	0.13	30	R	To:		SR 200					NA			NA		1999
1026 51	0.26	5500	R	From:		SR 200					NA			NA		06/24/2002
1026 51	0.26	5500	R	To:		51-1012					NA			NA		06/24/2002
1026 51	0.34	4300	G	From:	98%	0%	2%	0%	0%	0%	C	0.09	F	0.568	4300	G 2003
1026 51	0.34	4300	G	To:		SR 3					C	0.09	F	0.568	4300	G 2003
1027 51	0.07	70	R	From:		51-1028					NA			NA		1999
1027 51	0.07	70	R	To:		51-1021					NA			NA		1999
1028 51	0.05	110	R	From:		51-1029					NA			NA		1999
1028 51	0.05	110	R	To:		51-1027					NA			NA		1999
1028 51	0.05	30	R	From:		51-1027					NA			NA		1999
1028 51	0.05	30	R	To:		Dead End					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
1029 51	0.04	160	R	From		51-608					NA			NA		1999
1029 51	0.09	70	R	To		51-1028					NA			NA		1999
				From		51-1021										
1030 51	0.22	100	R	To		Dead End					NA			NA		1999
1030 51	0.06	210	R	From		51-1033					NA			NA		1999
				To		SR 200										
1031 51	0.07	40	R	From		Cul-de-Sac					NA			NA		1999
1031 51	0.05	60	R	To		0.07 ME Cul-de-Sac					NA			NA		1999
				From		51-1018										
1032 51	0.03	80	R	To		Dead End					NA			NA		07/08/2002
1032 51	0.06	110	R	From		0.03 ME Dead End					NA			NA		07/08/2002
1032 51	0.05	60	R	To		51-1018					NA			NA		07/08/2002
1032 51	0.02	10	R	From		0.05 ME 51-1018					NA			NA		07/08/2002
				To		Dead End										
1033 51	0.03	30	R	From		Cul-de-Sac					NA			NA		07/18/2002
1033 51	0.07	60	R	To		0.03 MN Cul-de-Sac					NA			NA		07/18/2002
1033 51	0.02	4	R	From		51-1030					NA			NA		07/18/2002
				To		Dead End										
1035 51	0.22	1800	R	From		SR 3					NA			NA		07/08/2002
				To		51-1024										
1036 51	0.76	3000	G	From	97%	0%	2%	0%	0%	F	0.104	F	0.569	3000	G	2003
1036 51	0.03	3000	G	To	97%	0%	2%	0%	0%	F	NA			3000	G	2003
				From		NCL Kilmarnock										
				To		SR 200; 51-675										
1040 51	0.03	20	R	From		Cul-de-Sac					NA			NA		07/24/2002
1040 51	0.25	700	R	To		51-1044					NA			NA		07/24/2002
				From		SR 3										
1041 51	0.39	840	R	To		51-1036					NA			NA		07/18/2002
				From		Dead End										
1042 51	0.06	40	R	To		Cul-de-Sac					NA			NA		07/24/2002
				From		SR 3										
1043 51	0.12	700	R	To		SR 3					NA			NA		07/24/2002
				From		Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
(1044) 51	0.09	46	R	From:		Cul-de-Sac					NA			NA		07/24/2002
(1044) 51	0.22	100	R	To:		51-1045					NA			NA		07/24/2002
(1044) 51	0.07	130	R	From:		51-1046					NA			NA		07/24/2002
(1044) 51	0.08	330	R	To:		51-1045					NA			NA		07/24/2002
				To:		51-1040										
(1045) 51	0.18	160	R	From:		51-1044					NA			NA		07/24/2002
				To:		51-1044										
(1046) 51	0.05	20	R	From:		Cul-de-Sac					NA			NA		07/24/2002
				To:		51-1044										
(9221) 51	0.02	70	R	From:		Dead End					NA			NA		1999
				To:		51-1026										
(1005) 66	0.05	440	R	From:		SR 200 Lancaster Cy					NA			NA		1999
(1005) 66	0.14	40	R	To:		66-1016					NA			NA		1999
				To:		Dead End										
(1014) 66	0.06	80	R	From:		SR 200 Lancaster Cy					NA			NA		1999
				To:		66-1015										
(1015) 66	0.07	40	R	From:		66-1017					NA			NA		1999
				To:		66-1014										
(1016) 66	0.14	580	R	From:		Lancaster County Line					NA			NA		1999
				To:		66-1005										
(1017) 66	0.06	60	R	From:		SR 200 Lancaster Cy					NA			NA		04/03/2002
				To:		66-1015										